

California BRT Projects

Fact Sheet

Planning Agency: San Diego Association of Governments (SANDAG)
Transit Operators: Metropolitan Transit System, North County Transit District
Contact: Dave Schumacher, SANDAG, Phone: 619.699.6906
Project Name: Managed Lanes/BRT in San Diego
Project Locations: **I-15:** I-15/SR-163 Interchange to SR-78 (carpools, BRT, value pricing);
I-5: From Genesee Avenue to Del Mar Heights Road on I-5 and from Mira Mesa Blvd. to merge on I-805 (Managed Lanes---HOV lanes with value pricing);
I-805: Entire length of I-805 (combination of Managed Lanes and HOV lanes---carpools, BRT, value pricing; interim BRT use of shoulder lanes)
SR-52: Between I-805 on the west and SR-125 on the east (HOV lane with value pricing; bus shoulder demonstration route).

Status: **I-15:** SR 56 to Centre City Parkway segment currently under construction, scheduled to open in late 2007.
Other Corridors: Other I-15 project segments and other corridor projects are in various stages of planning/preliminary engineering/environmental studies.

I-15 Managed Lanes

Design Concept:

Managed Lanes represents expansion and redesign of the existing 8-mile, one way reversible, barrier-separated “Express Lanes” that operate between SR 163 and SR 56. The Managed Lanes concept would create a 20-mile, four-lane bi-directional, barrier separated facility with the following features:

- Moveable median barriers to allow for north- and southbound reconfiguration according to LOS;
- Direct access ramps at five locations to provide direct access to adjacent BRT stations and park-and-ride lots; these ramps would be open to BRT, carpools, and value pricing users.
- Intermediate access points to/from general purpose lanes at limited locations.
- Continuation of the current value pricing program using a skewed rates pricing strategy based on per-mile tolls with dynamic pricing to ensure free-flow conditions.

BRT and carpools have priority access, with the excess capacity available to value pricing users. Free flow conditions at all times will ensure the managed lanes serve as a transit priority measure that allow for high-speed, reliable BRT operations.

BRT service will include both “trunk line” all day service along the Managed Lanes facility between Escondido and Downtown San Diego, along with peak-period, commuter point-to-point services connecting residential areas with major employment centers via the Managed Lanes. Point-to-point commute will also be served by remote park-and-ride facilities in addition to the BRT stations along the Managed Lanes.

Interim Freeway Shoulder Lanes

Use by BRT Services:

Because many of the freeway-based BRT services planned for the San Diego region will be operational prior to completion of the managed lanes projects, an interim transit priority measure is needed to serve as an interim transit priority measure along freeway corridors.

Use of freeway shoulder lanes as a low-speed transit priority measure is being pursued. Buses would be allowed to use the shoulder lanes when speeds in the general purposed lanes drop below 35 mph. Buses would be allowed to travel at speeds not to exceed 10-15 mph of that in the general purpose lanes. A one-year demonstration project along SR 52 and I-805 is scheduled to be implemented in Summer 2005. Striping and signage will used to delineate the transit shoulder lane areas.

Other Facts:

With conventional HOV lanes planned on most other freeways, along with Managed Lanes-Managed Lanes/HOV-HOV direct connectors at key interchanges, SANDAG’s 2030 Regional Transportation Plan outlines an extensive interconnected network of managed lanes/HOV lanes facilities designed to promote usage of alternative modes such as BRT and carpooling to meet its regional mobility needs.